

G. Day's
Advertisements.

PAINLESS DENTISTRY.

DR. STEPHENS, DENTIST, of Singapore, (35 years experience) will shortly visit Hongkong for 1 month only. FEES—STOPPING or EXTRACTING TEETH \$3. LAUGHING GAS \$5. ARTIFICIAL TEETH \$5. For appointments address c/o Hongkong Telegraph Office, Hongkong, 1st October, 1898. (1183)

WANTED!

A POSITION by well-educated and experienced English governess, 26 years, Music, Piano, and Violin; Languages, French, German. For Particulars apply to the office of this Paper under H.O.R. (1185)

CHINA NAVIGATION COMPANY, LIMITED.

FOR SOUBAYAN AND SAMARANG.

THE Company's Steamship

"FOOCHOW."

Captain Small will be despatched as above on MONDAY, the 3rd instant, at 10 A.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st October, 1898. (1170)

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN."

Captain Hodgins will be despatched for the above Ports on TUESDAY, the 4th instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LARPAK & Co., General Managers.

Hongkong, 1st October, 1898. (1180)

NAVIGAZIONE GENERALE ITALIANA, (FLORIO & RUBATTINO UNITED COMPANIES.)

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, L'GHORN and GENOA.

ALSO VENICE AND TRIESTE, ALL MEDITERRANEAN, ADRIATIC, LEVANTINE AND SOUTH AMERICAN PORTS up to CALAO.

Taking Cargo at through rates to PERSIAN GULF AND BAGDAD.

ALSO BARCELONA, VALENZA, ALICANTE, ALMERIA AND MALAGA.

THE Steamship

"LETIMORO."

Captain Heist will be despatched as above on THURSDAY, the 6th instant, at Noon.

At BOMBAY the Steamers are discharging in VICTORIA DOCK.

For Further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 1st October, 1898. (1184)

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, MASSAUA, SUEZ, PORT SAID, FIUME AND TRIESTE.

(Taking Cargo at through rates to SOUTH AFRICA, CALCUTTA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT AND ADRIATIC PORTS.)

THE Company's Steamship

"TRIESTE."

Captain A. Mills will be despatched as above on FRIDAY, the 7th instant, P.M.

Silk and Valuable are transhipped on arrival at Bombay into an accelerated liner.

For Information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 1st October, 1898. (1181)

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING."

Captain J. G. Spencer will be despatched for the above Ports on SATURDAY, the 8th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 1st October, 1898. (1182)

Intimations.

DAKIN, CRUICKSHANK & COMPANY, VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSRS and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. (130)

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated CHAS. HUNTER and GLADIATOR Co., Ltd., DUNLOP TYRES BICYCLES—PRICES—\$18.

A special reliable Watch made for this Climate.

Quality A. \$150. Quality B. \$125. Quality C. \$100.

10, QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office.

Intimation.



A. S. WATSON & CO., LIMITED.

MANUFACTURERS OF AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ABSOLUTE PURITY is guaranteed. The best materials only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

SIR EDWARD FRANKLAND, K.C.B., D.C.L., F.R.S., F.C.S., &c. the greatest living authority on Water, reports as follows on the water as prepared and used by us in our manufacture:—

"It possesses an extremely high degree of organic purity and is of most excellent quality for drinking."

During the Summer Months, all AERATED WATERS should be kept in a cool place, preferably in an ICE CHEST or REFRIGERATOR, until required for use. The Bottles should be stored with the necks downward so that the corks are covered by the water. This will prevent an escape of gas taking place and rendering the waters more or less flat.

A. S. WATSON & CO., LTD. THE HONGKONG DISPENSARY

ESTABLISHED A.D. 1841. Hongkong, 5th September, 1898. (17)

BIRTH.

On the 21st ult. at No. 4, Waterloo Street, Singapore, the wife of Capt. B. MORIER, steamship Surgeon, of a son.

MARRIAGE.

On the 20th ult., at the Presbyterian Church, Singapore, by the Rev. Stephen Walker, M.A., CARL GERRITT SCHWAB to ESTHER MARIE widow of the late W. D. BRADBURY of Oldham.

DEATH.

At Surabaya, Java, on the 2nd September, PAUL GABRIEL, aged 25 years, late Engineer of the sugar-estate "Badas," and formerly of Singapore. Deeply regretted R. I. P.

The Hongkong Telegraph

HONGKONG, SATURDAY, OCTOBER 1, 1898.

REUTER'S MESSAGES.

DEATH OF THE QUEEN OF DENMARK. LONDON, September 29th.

The death of the Queen of Denmark is announced.

THE FRENCH IN THE SOUDAN. The Times declares that an immediate and complete evacuation by the French of the Nile Valley and the equatorial provinces, must be a condition precedent to all ulterior discussion.

OBITUARY. The death is announced of Mr. Bayard, the United States ex-Ambassador.

TYPHOON WARNING. On the 30th at 4.15 p.m. The typhoon is, at present, moving towards a point on the coast between Amoy and Swatow. Black Drum hoisted.

The Observatory report to-day says:—On the 30th at 9 a.m. Black Drum lowered. At 11.25 a.m. The typhoon entered the coast this morning near Amoy and will now, probably, soon fill up. The E. E. Telegraph Company's station, Sharp Peak reports: "Terrible typhoon passed over during the night." The barometer has risen on the P. coast, and is inclined to rise in Hongkong. FORECAST:—Strong fresh to N. W. winds; squally, some rain. Very strong N. E. monsoon along the E. coast.

LOCAL AND GENERAL.

Six persons charged with unlawfully having cockles on their premises, Inspector Allen prosecuting, were to-day fined \$15 each.

Two shop coolies for assaulting a boarding house runner on board the steamship Chalydra were to-day fined \$7 or twenty-eight days.

P.C. GORDON to-day charged a Chinaman with being unlawfully in possession of twenty tads of raw opium and two tads of prepared opium. The man was an old offender and was fined \$100 or three months.

H.M.S. Blenheim sailed for England to-day at 4.30 p.m. with the paid-off crew of the Barflour, who have served a record commission of three years and seven months. As she steamed past the fleet with her long paying-off pennant flying she was loudly cheered by the blue-jackets the Blenheim returning the compliment in hearty style.

A BANGKOK paper says:—As one of the Princes was passing yesterday in front of the Police, he encountered one of his subordinates who did not salute. One of the attendants of H. R. H. knocked off the man's hat and immediately a quantity of Chinese vermicelli rolled down the face of the delinquent. He must have stolen it and scooped it in his head-gear.

THE China and Hongkong trade with Penang in 1897 shows an increase of about \$300,000 in imports, equal to about 1 1/2 per cent. Exports declined by a little over 9 per cent. There were increased imports of rice, wheat flour and tobacco, and less exports of tin, rattans and pepper.

THE Ajax, the first of the "blue funnels" built by Mr. Holt in 1865 for the voyage from London to China via the Cape, has been sold to an Italian shipowner. The Ajax was 36 days odd in accomplishing her first run to Manilla, and then she came on to Penang, Singapore and Hongkong. Since that time she has been running regularly.

TIGERS are getting bad in the Kinta district, Perak, one carrying away a young Malay woman of Batu Kawan, three miles from Kuala Dipang, within a stone's throw of a large kampong. But it was 11 p.m. and the lady went down to the beach without her husband and leaving it, although she was accustomed to go nightly. Two brothers were also carried off, one after the other, at Chagar Galah, Kuala Kangsar.

THE band of the Hongkong Regiment will play the following programme to-morrow (Sunday) afternoon in the grounds of the Officers' Mess, Kowloon:—

Marching Song "The Band of the Hongkong Regiment" by the Band of the Hongkong Regiment.

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THE LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held at 12.30 p.m. to-day. His Excellency the Governor presiding. Present: Mr. Wilson Black, C.B., President, and there were also present—Hon. T. S. Smith (Acting Colonial Secretary), Hon. R. D. Ormsby (Director of Public Works), Hon. F. H. May, C.M.G. (Captain Superintendent of Police), Hon. W. M. Thomson (Acting Colonial Treasurer), Hon. R. M. Ramsey (Harbour Master), Hon. H. E. Pollock (Acting Attorney General), Hon. C. P. Chater, C.M.G., Hon. Dr. Ho Kai, Hon. Wei A. Yek, and Hon. J. J. Bell-Irving, unofficial members.

MINUTES. The minutes of the last meeting were read and confirmed.

THE ACTING ATTORNEY GENERAL. Mr. H. E. Pollock was duly sworn in as Acting Attorney General in the absence of Hon. W. M. Goodman.

ORDER OF THE DAY. The Hon. Acting Col. Secretary moved the first reading of a Bill entitled An Ordinance to apply a sum not exceeding One million five hundred and eighty-seven thousand eight hundred and ninety-eight dollars and eighty cents to the Public Service of the Year 1899.

He said: "Your Excellency and Honourable members, I may mention that the first reading has been brought on earlier than usual; but the object was to enable the bill by instructions to be passed so as to enable the Secretary of State for the Colonies to give it his approval before the end of the year."

The Postmaster General seconded and the motion was carried.

ADJOURNMENT. The Council then adjourned till 3 p.m. on October 1st.

HONGKONG JOCKEY CLUB.

The annual meeting of the above club was held at the City Hall, 3.30 p.m. to-day. There were present: Hon. C. P. Chater (Chairman), Lt. Col. The O'Gorman, Hon. J. J. Bell-Irving, Messrs. R. M. Gray, J. McKillop, G. Gillespie, C. Master, Mr. Grot, T. F. Hough (hon. Sec.), Capt. Tillet, Messrs. J. Japp, G. C. Fullerton, Percival, E. W. Rutter, P. McKay, P. Jordan and Brunton.

ships being in many cases only "figure heads" and when of energetic mould unable in the short term of office, to be changed by government, to assist themselves sufficiently to over-ride the information and advice tendered to them by the heads of the permanent staff (Mr. Chamberlain even had to publicly acknowledge how deeply he was indebted to the permanent members of the civil service)—he planted an agency in their midst, at St. Mary's Gate, where by trailing across the road his agent could at all times drop in on these gentlemen and discuss and settle British Policy in China. This office has for very many years relieved the British Minister of all duties except the pigeon-holing of protests from Chambers of Commerce and British merchants. They have had, at all times, for many years past, a real Chinese Minister to protect by the simple expedient of sending up the street (Regent's Street) to Portland Place and informing that gentleman that he was wanted to back the game of bluff, a game always congenial to all true Mongolians.

This has been his return to his country for receiving an important post at their hands and the confidence of the Chinese Government in him increased with his success, naturally enough. Strange to say, however, the greater his success at this the greater the confidence reposed in him by his countrymen. Foreign governments, men, likewise, came to look upon him as one to be courted, and sought his readily proffered mediation in their dealings with the pretentious Court of Peking. On all hands he received honours and he distributed influential positions amongst his family and friends and their retainers, keeping a few for his patrons of all nationalities.

In due course, foreign governments found that the Chinese Government was one to be really conciliated and feared, the Japanese War having taught that lesson, so they turned their eyes to the foreign Inspector General of Customs, whom Henry Norman, of the *London Daily Chronicle*, had termed the Real Emperor of China.

It is not surprising to find that from courting the Inspector General of Customs the foreign governments turned to opposing him and attempting to oust him. Russia goes so far as to claim that she has a written agreement that he is to be succeeded, on his retirement, by a Russian and have accordingly been trying to compel him to retire so that they may fill the vacancy. If such a written agreement exists there is no doubt that it has been made out and signed subsequent to the agreement Great Britain obtained from China, that the post should always be held by a Britisher. The Russian agreement will, of course, be post-dated to suit their version of when it was drawn up.

The stipulation that the head of the Chinese Maritime Customs should always be British was demanded by the British Government owing to the attempts to oust the man placed there so many years ago, by them. There is no doubt that without British support he would now be supplanted by a Russian, and the relations in the Customs scattered elsewhere, looking for employment, surely he will now try and serve his country a little or at least refrain from unnecessarily opposing their right and proper demands. Of course not! Is he not the servant of the Chinese? Does he not still hanker after power in every direction possible? He cannot be a long suffering people? His personal influence with the Chinese is enhanced by opposing British. The autocrat has laid it down that his Customs Stations must be placed in the British Colony of Hongkong and Kowloon. The most important Chinese for he may want to place his head-office there. Queen's Road Central became his. Some of our local scribbles say that it is very convenient to have a Chinese Customs House in Queen's Road Central; that it is not an anomaly but a most natural arrangement; that they do not collect duty in Hongkong; that they say that they do, but that such an arrangement is most convenient and desirable, and expend no end of sophistry in trying to prove these points.

The solid facts, however, remain that the convenience in all cases, i.e. for the Chinese Customs is most convenient for the merchants, for otherwise, junks and cargo are detained for days while proper inquiries are travelling backwards and forwards between the head-office in Queen's Road and the stations; further, the Customs are to themselves judicial functions as well as the collection of duty and to have such a service located in the centre of the colony is not only anomalous but the cause of the loss of most prestige to the British Government. The Customs of the Colony are undoubtedly collected in the colony itself, by the Chinese Maritime Customs, and such an arrangement is not at all desirable.

Sophistry will not disguise these facts and the public are getting better posted in these matters and will cease, soon, to tolerate the ridiculous pretensions of the autocrat and his servants.

EX-CUSTOMS.

P.S.—The Kowloon Commissioner of Customs should be at his post, which is certainly not in the Queen's Road Central but at the principal station of his district, on the Junk route to Canton and all places in the combined delta of the North, West, East, and South Rivers. Located there and connected with his other stations by telephone the present vexatious and unnecessary delays to junks need not occur, as he would be able to attend to his customs duties properly and leave political functions to those whom they concern. Another matter deserving the attention of the mercantile community is the fact that after the British Government had obtained the opening of all inland waters to foreign steamers from the Customs take upon themselves to rule that the British Government is not included in that convention, although, apparently, no mention of Hongkong is made in the stipulation for the opening of the inland waters. Merchants desirous of shipping direct from Hongkong to inland waters would do well to take legal advice as to the right of the Chinese Customs to modify and annul agreements arrived at between the British and Chinese Governments, because it is inconvenient for them to appear the staff necessary to deal with the increased traffic and they find it to suit them to confine it to particular routes.

With the Customs head-office in Chinese territory the duties will still be paid into the local bank and a bank receipt, for the amount, accompany the goods, any balance being settled at the station in cash or by a letter of guarantee that any shortage will be paid; such arrangement will not be so because it is convenient for the merchants, though it will suit them, but because it will be most convenient for the Customs, as it will relieve them of the risk of loss through theft and save the necessity of such sums being sent back under armed escort, to be banked in the colony.

The *Saturday Review* attacks Sir Claude MacDonald for his bungling in his diplomatic dealings with the Chinese Government but we in China "thank heaven" for the fact that such an able and firm man has, at the eleventh hour, been appointed to the post neglected so long, for had it not been for him there would have been no Kowloon extension. When the British Government gave him a free hand and cease to go behind his back and deal through the Storey's Gate office with the so-called real Emperor of China we shall see something done to recover lost ground in the Far East. Sir Claude has an opponent quietly reading his cards over his shoulder and directing the play of the Willy Chinese.

THE QUEEN OF DENMARK.

The Queen of Denmark, whose death is reported by Reuters, was Louise daughter of Landgrave Wilhelm of Hesse-Cassel and was married to King Christian IX. of Denmark on 26th May 1842. She was visited in England on several occasions where she was invariably well received by the public as the mother of the Princess of Wales. The King and Queen of Denmark were both present at the marriage of the Duke of York. Besides being the mother of our future queen, the late Queen Louise numbers among her children King George of Greece, and the Dowager Empress Maria-Fedorovna of Russia. Queen Louise had long been in failing health so her death comes as less of a shock, though she will be none the less mourned.

THE RISING IN SZECHUEN.

Chungking, Sept. 18th.

West China is still in a very disturbed state; the bandit chief Yu-mantel has now embarked throughout the province of Szechuan and many of the cities have his proclamation posted in them calling on the people to expel foreigners, who are said to be the enemies of the people and seeking to partition the Empire. Yu-mantel promises a great deliverance and even undertakes to have the Japanese war indemnity repaid. The proclamation is taking effect in the city of Chungking, where the Chinese are now in the hands of Yu-mantel. Since this occurred we now hear the city of Ho Chao 80 miles north of this has been visited, the American Methodist Episcopal Mission house being destroyed and the Roman Catholic Mission house being burned down. Mr. and Mrs. Cornow and their family, the former mission have escaped to Chungking, in a boat.

The cities of Sze Ho Hien and Sze Lu are both poised with the aforesaid proclamations and the magistrates seem to be quite too feeble to prevent this. Some apprehension is entertained of an attack being made on Chungking and Mr. Litton, the British Consul, has applied Sir Claude MacDonald of the gravity of the situation by wire. He has also telegraphed to Chungking to hasten the responsibility of keeping the peace on the authorities there; but as there is no Viceroy of the province, the British Consul has no direct communication with the head of the Provincial Government, very little is expected from that quarter, especially as the said Lai Taitai is a notoriously anti-foreign official.

Under these circumstances the British and American Consuls convened a meeting of the subjects of their respective Governments to-day so that joint action might be taken in certain eventualities.

We trust these precautions may be sufficient to prevent any attack being made on this city.

—China Gazette Cor.

BATTLE OF OMDURMAN.

LONDON, 5th September.

The battle which was fought at Omdurman is described as the most picturesque engagement of the century. Finding the Khalifa had been evacuated by the enemy, the Anglo-Egyptian cavalry on Thursday made a reconnaissance, which revealed the Dervishes encamped in four great divisions in the desert in front of Omdurman. Attempts on the part of the Dervishes to intercept the cavalry provoked an engagement the same day. The gunboat *Shulla* on the Nile bombarded the enemy's encampment with Lyddite shells and performed splendid work. At daybreak on Friday the Dervishes, who were estimated to number between 35,000 and 60,000, advanced in a body, shouting "Allah" and manifesting great enthusiasm. They changed their war song and carried countless banners including the Khalifa's Black Standard. Fifteen thousand picked troops made an oblique descent upon the British left but were exposed to a withering musketry, machine, and shrapnel fire from the Rifle Brigade, the Second Lancashire Fusiliers, the Royal Inniskilling Dragoons, the 1st Northumberland Fusiliers, and the 1st Grenadier Guards. Major-General Sir H. Kitchener promptly swung round his left and centre, thereby converging a deadly fire upon the enemy. The Dervishes displayed extraordinary heroism, repulsing their attacks until they were completely dispersed. One hundred Emir and many leaders perished. Even the wounded fought to the last. A prominent incident occurred in the great charge made by the 2nd Lancers. After dispersing a force of Barga horsemen the Lancers rode on until they encountered 4,000 concealed swordsmen. Many of the Lancers' horses fell through being hampered by the soft sand, but their riders bravely hacked their way through. By a successful move on the part of the cavalry, the main remnants of the Dervishes were intercepted, and were thus prevented from escaping into the desert. Major-General Kitchener, after resting his army for two hours, entered Omdurman at 3 o'clock in the afternoon. The Khalifa, together with his harem, and Osman Digna escaped simultaneously by another gate from the city. The residents of Omdurman displayed the wildest joy at the entrance of the British and Egyptian army into the city. The Hon. Robert Howard was killed in the charge of the Lancers, and Colonel Frank Rhodes was wounded. Both were active correspondents for the *Times*. The fighting lasted seven hours. Yacoub, the Khalifa's brother was among the killed.

Her Majesty the Queen, Lord Wolseley (Commander-in-Chief), the Marquis of Lansdowne (Secretary of State for War), and the Emperor William of Germany have cabled their congratulations to Sir H. Kitchener on the success of the British and Egyptian army in the campaign against the Dervishes. The Egyptian army, who were partly sheltered by the British, were in a desperate position. It was impossible for the Dervishes to face the continuous hall of bullets, and they were almost annihilated. The horsemen broke their lines and fled, leaving the field covered with corpses. The Emir rallied round the Khalifa's Black Standard, which, however, was subsequently captured. When Sir H. Kitchener's force advanced, a division of Egyptian troops on the right wing became detached from the main body. The Khalifa immediately hurried 12,000 of his troops upon them, and made a supreme effort to cut the Egyptians off. The latter were in a perilous position for some time, and lost a gun, which, however, they brilliantly recaptured. The Egyptians fought steadily and with conspicuous gallantry.

GREAT EASTERN AND CALEDONIAN GOLD MINING CO. LIMITED.

Messrs. Luigens, Elmsmann & Co., the General Agents, forward as the following report received from the manager at the mines.—

Mount MacDonald, 6th September, 1898.

Great Eastern Mine.—The drive north on the reef has been extended to 61 feet, with the reef getting larger the deeper we drive into the hill. It is over 5 feet wide now, without that we have reached the foot wall. We are opening out upon a very large body of ore, and I am pleased to inform you that the gold value of the lead is also increasing with the softer country coming in. The afternoon shift on Saturday last brought up some very rich pieces of quartz with gold-dotted all over, so that our prospects in this mine are vastly increasing. How far this rich gold will last remains to be seen.

Zulu Main Shaft.—We are busy putting the frame set over the well hole and are getting ready for driving. The last haul down of the reef showed splendid stone with a wider reef in the bottom of the shaft than before. We have here roughly speaking four feet of pure quartz. This will turn out a fine mine.

Rise and Shine Shaft.—To bring this shaft down to the level of the Zulu shaft we have to sink another 15 feet, its present depth being 105 feet from the old brice. We have a finer reef now in the north end of the shaft, but cannot say yet how large it will be. The stone is heavily charged with pyrites and shows gold to the naked eye. We shall start to open out here in about three weeks.

Bank of England Shaft.—The contractors finished 95 feet from the old brice last Saturday, and I have put now only a few men on to prospect the rich reef, which runs almost at right angles into the workings, into which the big lead dipped just before cutting the floor I have mentioned in my former reports. From the results of this drive, only a few feet, will develop our future development here. The small reef carries good gold and probably it will lead to the discovery of the large lead deeper in the hill.

Caledonian Mine.—The drive east to cut this reef was last week in 80 feet and left no doubt that we had passed the chute of gold. At 34 feet in the drive, about four weeks ago, we cut a reef about one foot wide, carrying gold, but our underground manager voted it not the reef we expected in cut, and consequently we drove on. I saved myself last week of the presence of Captain Connor to get the true underlie of the lode in the old workings, and as our shaft had drained them completely of water we could get down to the 120 feet level in the old works, which are of an extent I had not known of, with large quantities of 1 ounce stone still in the slopes.

The surveyer demonstrated beyond doubt that the reef we passed is the one we have been looking for and I have now put on four men to drive north upon it. It carries the same bangle well as the higher levels and as we have only cut the southern tail end we shall soon open out upon it. The gold record of this mine is a very good one.

Excavations are being carried on vigorously. The battery foundry has sent men up to start on the logs and I shall push the erection of the plant as fast as possible. Bridge over the Byewash is nearly finished. Dam—This is now full to its utmost capacity and overflowing. We continue to raise good stone.

NOTANDA.

CALENDAR.	
OCTOBER.	
Meteorological means based on ten years' observations to 1895.	
Barometer	30.18
Thermometer	80.1
Humidity	77
Rainfall	8.58

TO-DAY.	
WEATHER REPORT.	
Barometer	29.65
Thermometer	80
Humidity	67
Rainfall	61

TO-DAY, Saturday, 1st October, 1898. (St. Remigius.)

Chinese—10th of 8th moon of 24th year of Kwong-si.

High water—Morning

Afternoon

Low water—Morning

Afternoon

ANNIVERSARIES.

1841—Ting-hi captured by the English.

1843—Colonial Hospital organized in Hongkong.

1847—Hongkong Daily Press started.

1850—Battle of Volturno.

1859—Zantigake at Manila.

1880—H. E. Set or C. A. de Espina, Spanish Minister to China, died at Peking from injuries received in a fall from his horse.

1884—French landed at Keelung.

1887—Inauguration of Hongkong College of Medicine.

1892—Hyogo (Japan) declared an open port.

1893—Typhoon in Hongkong.

1894—German steamer *Bellona* wrecked on the Paracels.

1897—Gold Standard adopted by Japan.

TO-MORROW, Sunday, 2nd October, 1898.

Chinese—11th of 8th moon of 24th year of Kwong-si.

High water—Morning

Afternoon

Low water—Morning

Afternoon

ANNIVERSARIES.

1865—Great landslide in Tai-ping-shan.

1875—Death at Hongkong of Mr. D. R. Caldwell, formerly Registrar-General.

1884—Tamil bombarded by French.

CHURCH SERVICES.

St. John's Cathedral.—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.

Roman Catholic Cathedral.—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.

Union Church.—Services, 11 a.m. and 6 p.m.

German Bethesda Chapel, West Point.—Morning Service, 11 a.m.

St. Francis Church, Wanchai.—Mass (Chin.), 6 a.m., (Port.) 7.30 a.m., Benediction, 5 p.m.

St. Joseph's Church, Garden Road.—Morning Service (English), 9 a.m.

St. Anthony's Chapel, West Point.—Mass, 8 a.m.

Wesleyan Methodist Church.—Services, 10.30 a.m. and 5.45 p.m.

St. Peter's Church.—11 a.m. and 6.30 p.m.

SHIPPING AND MAIL NEWS.

MAILS DUE:

American (*Bridge*) to-morrow.

Canadian (*Empress of China*) 4th inst.

Indian (*Kutsum*) 7th inst.

American (*Giangyue*) 12th inst.

Tacoma (*Olympia*) 15th inst.

American (*Coptic*) 15th inst.

THE P. & O. steamer *Parkashwar* left Bombay for this port on the 29th ulto.

We are informed by the agents that the Austrian Lloyd's S. N. Co's steamer *Triste* left Kobe for this port this morning, the 1st inst.

THE Agents (Messrs. Jardine, Matheson & Co.) inform us that the Company's steamer *Kaitum* from Calcutta, left Singapore for this port at 5 o'clock this morning, the 1st inst.

THE Agents (Messrs. Gibb, Livingston & Co.) inform us that the "Ben" line steamer *Besalder* from Leth and London left Singapore for this port to-day, the 1st inst.

HONGKONG AND WHARF DOCK RETURN.	
<i>Isidore</i> from	at Kowloon Dock.
<i>Ningchow</i>	" "
<i>Atlantic</i>	" "
<i>Michael Tjebbe</i>	" "
<i>Pronto</i>	" "
<i>Formosa</i>	" "
<i>Chunshan</i>	" "

PASSED THE CANAL.

OUTWARD.—*Renaldi, Strathmore, Candia, Indra* Sept. 2nd; *Sarpedon* 6th; *Caledonian, Dabulberg, Cholon* 9th; *Shawst* 13th; *Tava, Myrmidon, Pyrrhus, Maugon* 16th; *Hyson, Glenarney, Brindrecht, Falkland Hall, St. Olsberg* 20th.

HOMEWARD.—*Ernst Simon, Pakling, Yafan, Fortuna* Sept. 20th.

How to gain Flesh and Strength.—Take after each meal about a tablespoonful of Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites. It is almost as palatable as milk and easily digested. The rapidity with which delicate children and sickly people suffering from weakness and wasting disease improve and thrive upon this diet is truly marvellous. As a remedy for Consumption and Throat Affections, and Bronchitis it is unequalled by any other preparation in the world. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China:—Watkins & Co., Hongkong.—(Advt.)

Intimations.

KUHN & KOMOR,
JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOBE.
Hongkong, 15th March, 1896. [34]

THE LEADING CATERERS.

COMPARE OUR
MENU, BILLIARD TABLES and
LIQUORS to all others.
THE GRILL ROOM.
Hongkong, 1st September, 1897. [39]

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Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESSES:—PRATA CENTRAL.

For full particulars &c., &c.,
Apply to
W. STUART HARRISON,
Manager.
Hongkong, 18th June, 1895. [155]

Intimations.

THE HONGKONG HOTEL COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING, of the above Company will be held at the COMPANY'S HOTEL, on THURSDAY, the 6th day of October, 1898, at Noon, when the SUPPLEMENTED RESOLUTION which was passed at the EXTRAORDINARY MEETING of the Company held on the 15th instant will be submitted for confirmation as a SPECIAL RESOLUTION.

"That a FONUS of TWO THOUSAND DOLLARS be hereby voted to 'each of the three existing Directors, or 'each of the SIX THOUSAND DOLLARS 'in all, out of the profits of the Company 'during the past half year, as some recognition by the Shareholders of the 'successful exertions of the Directors in 'placing the concern once more on a 'dividend paying basis.'"

Dated the 16th day of September, 1898
C. MOONEY,
Secretary.

CHINA TRADERS' INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY SECOND ORDINARY MEETING OF SHAREHOLDERS in the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, on TUESDAY, the 11th October proximo, at Twelve o'clock, NOON, for the purpose of presenting the report of the Directors and Statement of Accounts to 30th April last and of Declaring Dividends. The TRANSFER BOOKS of the Company will be CLOSED from 18th instant to the 11th October, proximo, both days inclusive. By Order of the Board of Directors.

W. H. RAY,
Secretary.
Hongkong, 10th September, 1898. [1120]

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTEENTH ORDINARY GENERAL MEETING OF Shareholders will be held at the OFFICES of the Underigned at 12 o'clock (NOON), on WEDNESDAY the 10th October.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 10th October, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.
CANTON INSURANCE OFFICE LIMITED.
Hongkong, 26th September, 1898. [1157]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the TWENTY FIFTH ORDINARY YEARLY MEETING OF the Society will be held at the HEAD OFFICE, No. 4, The Praya, Hongkong, on THURSDAY, the 20th October, 1898, at NOON for the purpose of receiving the report of the Directors together with Statements of Accounts for the year 1897 and for the half year ending the 30th June 1898, and of declaring dividends. The TRANSFER BOOKS of the Society will be CLOSED from the 10th to the 20th October, both days inclusive. By Order of the Board.

W. J. SAUNDERS,
Acting Secretary.
Hongkong, 11th September, 1898. [1132]

LETTERS PATENT.

IN THE MATTER OF ORDINANCE No. 2 OF 1892.

AND
IN THE MATTER OF THE PETITION OF THE PETROLITE FUEL SYNDICATE, LIMITED, OF No. 57, MOORGATE STREET, IN THE CITY OF LONDON, ENGLAND, ASSIGNEES OF AN INVENTOR FOR LETTERS PATENT FOR THE EXCLUSIVE USE WITHIN THE COLONY OF HONGKONG OF AN INVENTION FOR "IMPROVEMENTS IN 'THE MANUFACTURE OF BRIQUETTES 'OR BLOCKS OF FUEL FROM WASTE 'PRODUCT' OR OTHERWISE, ENRICHED BY 'PETROLEUM COMPOUNDS.'"

NOTICE is hereby given that the Petition, Specification and Declaration required herein by ORDINANCE No. 2 of 1892 have been duly filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the said THE PETROLITE FUEL SYNDICATE, LIMITED, by Messrs. JOHN STOKES & MASTER, of Victoria, in the Colony of Hongkong, Solicitors their duty authorized Agents to apply at the Sitting of the Executive Council hereinafter mentioned for LETTERS PATENT for the Exclusive use within the said Colony of Hongkong of the above-named invention.

And Notice is hereby also given that a Sitting of the Executive Council before whom the Matter of the PETITION will come for decision will be held in the Council Chamber of the Government Offices, Victoria, Hongkong, on WEDNESDAY, the 5th day of October, 1898, at 9.45 of the clock in the Forenoon.

JOHNSON, STOKES & MASTER,
Solicitors and Agents,
for the said
THE PETROLITE FUEL SYNDICATE, LD.
Hongkong, 26th September, 1898. [1155]

LETTERS PATENT.

IN THE MATTER OF ORDINANCE No. 2 OF 1892.

AND
IN THE MATTER OF THE PETITION OF THE PETROLITE FUEL SYNDICATE, LIMITED, OF No. 57, MOORGATE STREET, IN THE CITY OF LONDON, ENGLAND, ASSIGNEES OF AN INVENTOR FOR LETTERS PATENT FOR THE EXCLUSIVE USE WITHIN THE COLONY OF HONGKONG OF AN INVENTION FOR "AN IMPROVED MODE OF ADMIXING 'AND PREPARING PETROLEUM AND OTHER 'MATTER IN COMPOUND FORM, WITH A 'VIEW TO ITS FINAL USE AS A COM- 'BUSTIBLE.'"

NOTICE is hereby given that the Petition, Specification and Declaration required herein by ORDINANCE No. 2 of 1892 have been duly filed in the Office of the Colonial Secretary of Hongkong and that it is the intention of the said THE PETROLITE FUEL SYNDICATE, LIMITED, by Messrs. JOHN STOKES & MASTER, of Victoria, in the Colony of Hongkong, Solicitors their duly authorized Agents to apply at the Sitting of the Executive Council hereinafter mentioned for LETTERS PATENT for the Exclusive use within the said Colony of Hongkong of the above-named invention.

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JOHNSON, STOKES & MASTER,
Solicitors and Agents,
for the said
THE PETROLITE FUEL SYNDICATE, LD.
Hongkong, 26th September, 1898. [1155]

Intimations.

GOVERNMENT OF BRITISH NORTH BORNEO.

GOVERNMENT OF LABUAN.

TENDERS will be received by the Government Secretary, Sandakan, on or before the 15th November next for the following REVENUE FARMS for 1899:—
OPPIUM FARMS.
SPIRIT LICENSE FARMS.
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CUSTOMS FARMS for North Borneo only.
GAMBLING RESTRICTION FARMS for North Borneo only.
For particulars apply to
Messrs. BIRLEY DALRYMPLE & Co.,
Hongkong.
17th September 1898. [1112]

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WE pay highest cash prices per hundred for best thousand for current or obsolete issues of POSTAGE STAMPS of China, British Colonies, &c., either used or unused. Rare old stamps especially desired and for which best prices will be paid. Remittances always first mail after receipt of consignments. KOLONIA STAMP CO., DAYTON OHIO, U.S.A. [1152]

WANTED.

TO rent a FURNISHED ROOM,

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MUNE MARU	SINGAPORE, COLOMBO and S. KAWAIBI	TUESDAY, 4th October, at Noon.
BINGO MARU	NAGASAKI, MOJI, KOBE & YOKO-HAMA.	WEDNESDAY, 5th October, at 4 P.M.
*RIOJUN MARU	SEATTLE (WASH.) VIA KOBE and YOKOHAMA	THURSDAY, 6th October, at 4 P.M.
TAMBA MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	THURSDAY, 13th October, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA.

Manager.

Hongkong, 1st October, 1898.

J. J. CARNAUD, 3, rue d'Argueil, PARIS.

TIN BOXES
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CLARK'S BATH PILLS are wanted to cure, in either sex, all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years. In Boxes, 4s. 6d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors, The Lincoln and Midland Counties Drug Company, Lincoln, England.

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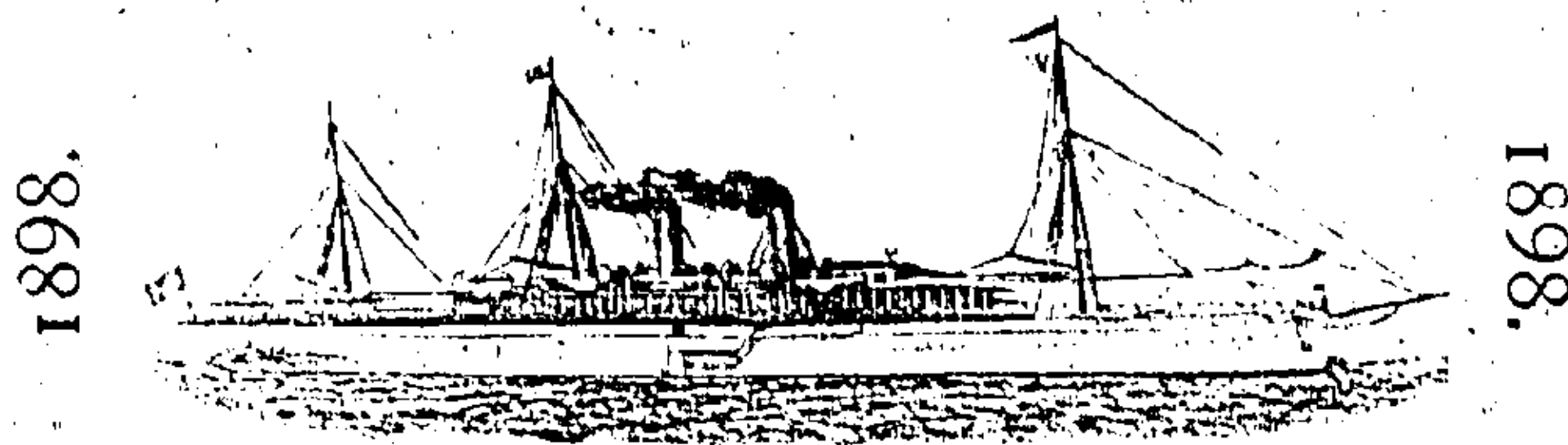
DENTISTRY.
SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST.
No. 8, Queen's Road Central.
Hongkong, 24th September, 1898.

SIEN TING,
SURGEON DENTIST,
No. 10, D'ARQUILL STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 24th September, 1898.

NOTICE.
NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENT, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or crew
of the vessel during their stay in Hongkong Harbour.
MARY L. CUSHING, Amer. ship, Pendleton
Order.

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THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF CHINA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 26th Oct., 1898.
EMPRESS OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 23rd Nov., 1898.
EMPRESS OF JAPAN, Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 21st Dec., 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Piddler's Street.

Hongkong, 28th September, 1898.

Shipping.

STEAMERS.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).
THE Company's Steamship.

"TAI LEE."
Captain Kock, will be despatched for the above Port on MONDAY, the 3rd October, at 4 P.M.

This Steamer has Superior Accommodation for Passengers.
For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 28th September, 1898. [1171]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship.

"TSINAN."
Captain Ramsay, will be despatched on TUESDAY, the 4th October, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engine. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st September 1898. [1130]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship.

"NANCHANG."
Captain Finlayson, will be despatched on TUESDAY, the 4th October, at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th September, 1898. [1161]

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE.
THE Company's Steamship.

"CHANGSHA."
Captain Moore, will be despatched as above on WEDNESDAY, the 5th October, at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd September, 1898. [1139]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).
THE Company's Steamship.

"YUENSANG."
Captain P. H. Rolfe, R.N.R., will be despatched as above on WEDNESDAY, the 5th October, at 4 P.M.

This Steamer has Superior Accommodation for First-class Passengers.
For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 30th September, 1898. [1177]

SAILING VESSELS.

FOR NEW YORK
THE "A" Norwegian Bark
996.
Captain Olsen, having arrived will load here for the above Port, and will have quick despatch.

For Freight, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, 12th July, 1898. [858]

FOR NEW YORK
THE "3" L. I. American Bark
996.
Captain Ambury, is ready to take cargo for above port and will have quick despatch.

For Freight, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, 6th September, 1898. [1069]

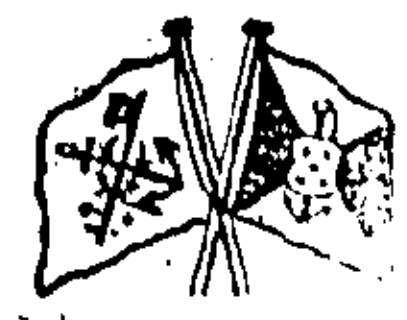
Shipping.

NORTH
GERMAN LLOYD.

(Freight Service.)

HAMBURG
AMERICA LINE.

(East Asiatic Service.)



(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WITTENBERG	HAVRE AND HAMBURG	About 12th October.
ALESIA	LONDON, HAMBURG & ANTWERP	About 18th October.
NURNBERG	HAVRE AND HAMBURG	About 24th October.
ANDALUSIA	LONDON, HAMBURG & ANTWERP	About 31st November.
*BABELSBERG	HAVRE & HAMBURG	About 6th November.

*These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

Hongkong, 1st October, 1898.

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN AND HAMBURG,
PORTS IN THE LEVANTE,
BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PLACES IN RUSSIA.

PROJECTED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Darmstadt	Wednesday 12th Oct.
Sachsen	Wednesday 19th Nov.
Bayern	Wednesday 7th Dec.
Prinz Heinrich	Wednesday 4th Jan.
Preussen	Wednesday 1st Feb.
Sachsen	Wednesday 1st March.

ON WEDNESDAY, the 12th day of Oct., 1898, at 9 A.M., the Company's Steamship "DARMSTADT," Captain A. Koenemann, with MAILED PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 10th October. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 11th Oct. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 10th September, 1898. [1104]

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C. AND TACOMA.

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Olympia... 2,608 | T. H. Dobson... Oct. 22.

Glasgow... 3,750 | J. McGilivray... Nov. 1.

Victoria... 3,167 | J. T. Mudge... Dec. 6.

Tacoma... 2,553 | A. Dixon... Dec. 10.

ALSO

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Monmouthshire... 2,874 | W. A. Evans... Oct. 29.

Columbia... 2,505 | A. Gow... Nov. 26.

A Steamer... 2,505 | W. A. Evans... Dec. 24.

Monmouthshire... 2,874 | W. A. Evans... Jan. 21.

THE attention of Passengers is directed to the very cheap rates offered by this Line.

Excellent accommodation. First-class Table.

DOCTOR AND STEWARDESSES carried.

HONGKONG TO NEW YORK 41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA 48.

Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and on copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to DODWELL, CARILL & Co., General Agents.

Hongkong, 30th September, 1898. [1104]

MEE CHEUNG.

PHOTOGRAPHER.

TOP FLOOR OF 121 HOUSE, IN
121-HOUSE ROAD.

[S now in a position, in his New and Commodious Premises, to receive, as heretofore, ALL PHOTOGRAPHIC ARTS PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS
a specialty.

Hongkong, 21st September, 1898. [142]

Mail.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)

day, th
at Noon.

THE U. S. Mail Steamship

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on DAY, the th

at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding ORDERS FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct line.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be accepted on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until 5 P.M. on the day of sailing. Full value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 10th September, 1898. [1104]

TO LET.

"BELVEDERE"—5 Roomed Bungalow. Plantation Road—to be let, furnished, for 6 months from 17th September.

SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection).

No. 2 ELGIN STREET.

PROPERTY now occupied by the Bowington Saw Mills.

FLOORS in STANTON and ELGIN STREETS.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.

Hongkong, 9th September, 1898. [112]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. EYES FLUID

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 9th March, 1897. [111]

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